

NEW-YORK TRIBUNE.

COMMERCIAL AND MONEY MATTERS.

Sales of the Stock Exchange...Feb. 6.		
\$2,600 Erie R.R.	162	300 Long Island....
13,000 do " " "	173	do " " "
7,000 Erie Ind. Bds....	91	300 Harlem RR....
10,000 do " " "	100	do " " "
3,000 Hudson R.R.	109	do " " "
4,000 Hudson R.R.	73	500 do " " "
14 Hartford & New Haven.	97	600 do " " "
25 Con Fire Ins.	100	do " " "
5 Bank of N.Y.	118	100 Results....
10 do " " "	123	400 do " " "
17 do " " "	123	500 do " " "
43 Bank of Com. full.	102	400 do " " "
16 Det & Hvy Scr.	15	100 do " " "
1 Leader Manuf. Co.	17	100 do " " "
50 Canons	71	50 do " " "
50 do " " "	71	1,000 U.S. \$6 "
25 Erie R.R.	81	9,000 Farmers....
50 do " " "	81	9,000 do " " "
200 do " " "	350	500 do " " "
500 do " " "	350	500 do " " "
72 do " " "	73	100 do " " "
50 do " " "	74	200 U.S.
26 do " " "	75	100 do " " "
26 do " " "	75	100 do " " "
50 do " " "	86	500 Stomington RR....
50 do " " "	86	400 do " " "
200 Morris.	15	50 do " " "
146 do " " "	15	50 do " " "
SECOND BOARD.		
50,000 Erie Bds., new.	79	50 Portsmouth....
200 Erie Ind. Bds.	79	50 do " " "
200 do " " "	79	50 do " " "
160 do " " "	83	700 do " " "
160 do " " "	83	100 Reading....
160 do " " "	83	100 do " " "
160 do " " "	83	100 Harpers Ferry....
160 do " " "	83	100 do " " "
160 do " " "	83	100 do " " "
160 do " " "	83	100 do " " "
160 do " " "	83	100 do " " "
160 do " " "	83	100 do " " "
160 do " " "	83	100 do " " "
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160 do " " "	83	100 do " " "
160 do " " "	83	100 do " " "
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160 do " " "	83	100 do " " "
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RECEIPTS.		
From Customs....		\$8,961,563 77
Land....		604,307 80
Miscellaneous sources....		91,653 45
Loan of 1847 (Treasury Notes funded).		74,250 00
EXPENDITURES.		
Civil, Miscellaneous and Foreign Interventions....		\$3,910,734 83
Indian Department....		1,755,125 20
Pensions....		13,521 74
Army, &c.		1,822,647 03
Notices....		4,421,813 43
Navy....		3,061,472 01
Interest, &c. on Public Debt, and Treasury Notes....		1,851,422 46
Reimbursement of Treasury Notes....		74,472 67
\$1,515,518 32		

The Boston Traveller gives the following statement of the operations of the Western Road for the past year, which it understands is substantially correct:

Receipts for passengers.....\$870,743 33

freight.....\$763,437 64

Less loss at Albany Station.....10,667 29

Less expenses.....\$1,515,518 32

Balance.....\$255 45

Contingent Fund, Nov. 30, 1849.....\$200,277 45

Less Addition Ware defalcation....\$51,244 04

Errors and omissions in settling his books.....26,723 72

Contingent Fund, Nov. 30, 1850.....\$122,029 69

The decline in the fancy market continued at the First Board, and nearly all descriptions were lower. Some of them are back nearly to the point whence they started three or four months ago—Erie fell off to 78, but recovered to 79. Reading closed at 61 with but little stock offering—Harlem closed at 64, buyer 60, a considerable improvement from the lowest morning price. Long Island was steady at 21. Farmers' Loan, 61. The decline in Erie Incomes, which sold at 91, has been 4½ cent. within a few days. Morris is about as steady as any of the fancies. Canton sold at 70@ 71, but is firm at Boston at 75. Stonington went to 39, a decline of 4½ cent from yesterday. In sound Stock there is no marked change and the demand was moderate. Edgeworth sold at 91 and was firmly held. Portsmouth Dry Dock went to 12, but afterward recovered to 13. Under a reaction these two Stocks would probably advance rapidly. One very noticeable feature of the Stock market for the last few days has been the absence of time sales, and especially of sellers' options. The transactions have been to a very great degree for cash and the time operations have been on buyers' options.

The steamer brought out more orders for Stocks and Bonds—mainly Bonds.

In Money there is no change to notice. The rates are 6@7 ½ cent. on call, and 5½@7 ½ cent. on short paper.

The dispatches from New-Orleans state that sight Exchange on New-York is 1 ½ cent. which will stop specific shipments to that quarter.

Freights are firmer with more offering for out ports. Telegraphic dispatches from New-Orleans state Cotton freights at 4d, which has stiffened the market here. There are small engagements of Cotton at 3½d; Flour, 8d@9d; Dead weight, 12s 6d@15s. 1,000 bbls Turpentine were engaged on private terms. A ship was chartered to load Cotton at New-Orleans at 4d, and several West Indian and Navy Bay freights were made, the latter with materials for the Panama Railroad. There is more demand for small vessels with a moderate supply.

The receipts at the Sub Treasury are \$46,030; payments, \$9,251. Balance, \$4,340,186.

Mint Certificates to N. 9,080 are payable. The Director promises to pay out freely in future. He estimates the capacity of the Mint with the new facilities now in operation at \$80,000,000, if applied mostly to the large coins, but much less if confined to small gold and silver coins.

The New-York and New-Haven Railroad Co. have declared a dividend of \$3 50 per share, payable on the 15th inst.

The scarcity of silver continues and small dealers are very much annoyed by the want of change. Some of them have adopted the expedient of issuing tickets for small sums. This, although illegal, is convenient. At Thompson's office, 64 Wall-st. the premiums paid for specie are: 2½ cent. for American halves, quarters, dimes and half dimes, and 2½ cent. for Spanish change. Gold dollars are for sale at 1½ premium.

The project of a Bank with two millions of capital, to be employed in coercing the country Banks into redeeming their notes at par in New-York, has been revived again, and we hear that the Stock has been filled up and Mr. James McCall selected as President. We hear also another story that the project of the new Bank has been at the last moment dropped, and the subscriptions are to be turned into the Merchants' Exchange Bank, the capital of which is to be increased to two millions and the par redemption scheme attempted through that Bank.

A project for a new road from Pottsville to Philadelphia has been started, to cost six millions of dollars.

The Pottsville Miner's Journal says, that "we are assured by a practical Contractor, and one who is well conversed with the making of the present road, between this and Philadelphia, that our estimate of the cost of the new road is quite liberal. He even says that he would offer to undertake the whole route for \$40,000 per mile. The Reading Railroad might have succeeded as cheaply but for mismanagement, and, if we are to believe Mr. Neal's Report, because it was plundered."

The same journal gives an account of a "large and enthusiastic meeting" having been held in Pottsville, at which resolutions were passed in condemnation of the Reading Railroad, and in favor of the Legislature immediately granting a charter for a new road. It says that one million of dollars will be subscribed to the new road in Schuylkill County alone; and the towns on the whole line of the road are ready to subscribe. The effect of this movement, although it may injure the Reading Railroad, and thereby the interest of individuals, yet it is of incalculable benefit to the community at large, as it will cheapen the price of one of the essentials of human comfort. The object of furnishing cheap fuel is worthy the attention of an intelligent Legislature. We trust that the Legislature of Pennsylvania will use their power to open every avenue that can pour her vast mineral wealth to a market for consumption. Of the 62 Counties of Pennsylvania, 45 contain iron and coal mines, and have works in operation connected with one or both of those minerals. Of the remaining seventeen, nine contain an abundance of iron ore and coal, but have no facilities for market.

A large meeting has been held at Utica to take measures to build a road from that city to the Erie Railroad. It was resolved to go on with the work and Committees were appointed in the judgment and business capacity of whose Directors and Stockholders, greater confidence can be placed.

"In the first place, the Roads is located along the line of the great thoroughfare of the trade and travel from the North and North-West to the chief city—the great Dépot of the West; it passes through Counties of surprising fertility and productivity, numerous populous towns and villages along the line, and numerous commercial and manufacturing cities at each end, which now furnish daily at least 300 passengers to stages, omnibuses and canal packets."

This Road is to connect also with other roads leading to Northern, North-Eastern and Central Ohio and the Lakes, and with others leading to the populous and fertile regions of Eastern, Central, and Southern New England.

There was a large meeting held in Malone,

Franklin Co., consisting of citizens of St. Lawrence, Clinton and Franklin Counties, at which a series of resolutions were passed in favor of the construction of a Bridge at Rouse's Point, near the head of Lake Champlain, to connect with the Northern Railroad in this State, and the Vermont and Canada Railroad, in Vermont. The State of Vermont has long since passed an act of authority to that effect.

It is stated that Henry B. Gibson, Esq. President, and Charles Seymour, Esq. Treasurer of the Rochester and Syracuse Railroad Company, have recently addressed a letter to J. Bowman, Esq. President of the Hudson River Railroad Company, in which they express the opinion that the Hudson River Railroad, will be one of the most profitable Railroad enterprises in the State. These gentlemen, in their communication to Mr. Bowman, have hazarded the opinion, that within two years of its completion, the Hudson River Railroad, will earn twelve per cent. net, on its entire cost, and the stock, be worth twenty-five per cent. above par in the market.

The annexed statement of the Register of the Treasury exhibits the receipts and expenditures of the United States for the quarter ending Dec. 31, 1850.

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The great uncertainty respecting the final arrangement and location of the different Railroads in Chautauque County during the past year, has perhaps done more than anything else to keep the public mind in an unsettled state in relation to that travel from Utica.

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